



Photos.]

Down train approaching Woody Bay
2-6-2 tank locomotive No. 760, *Exe*



[G. N. Southeyden

Blackmoor, looking towards Barnstaple
Note foot crossing for passengers in middle of station



Photo.]

[G. N. Southeyden

Blackmoor, looking towards Lynton
Note observation saloon on down train



Photo.]

[G. H. Soote

Train leaving Lynton for Barnstaple
2-6-2 tank locomotive No. 188, *Lew*

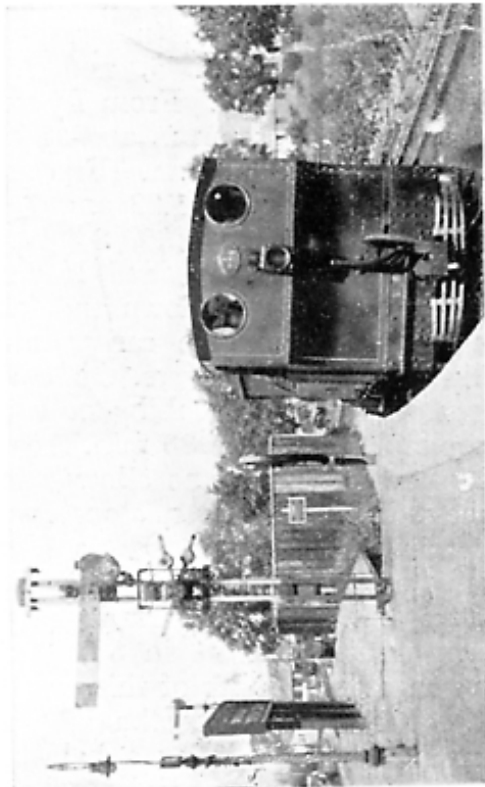


Photo.]
 [C. E. R. Sherrington
 L. & B. train entering Barnstaple junction



Photo.]
 [A. J. Fellows
 L. & B. train at Barnstaple in 1909

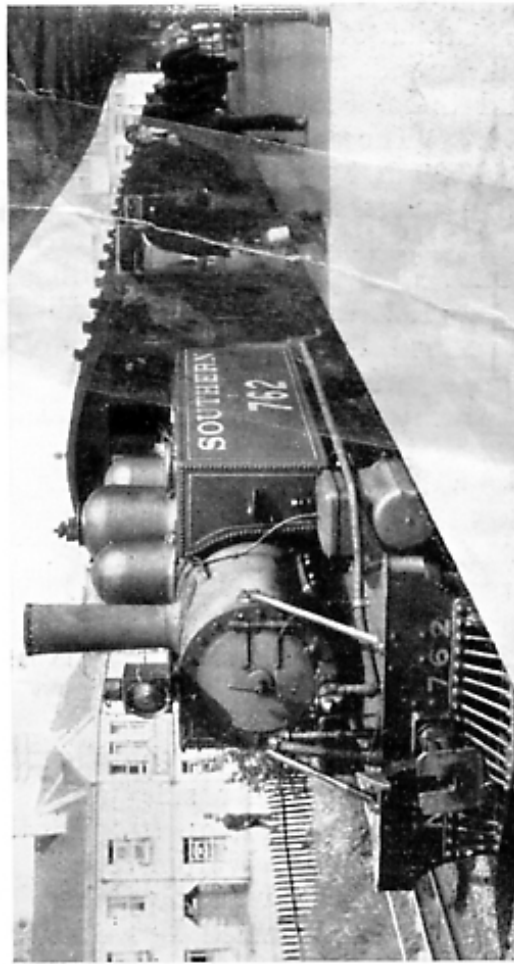


Photo.]
 [D. E. H. Box
 Two views at Barnstaple of the 2-4-2 tank locomotive "Lyn" (S.R. No. 762) built by the Baldwin Locomotive Works for the Lynton & Barnstaple Railway

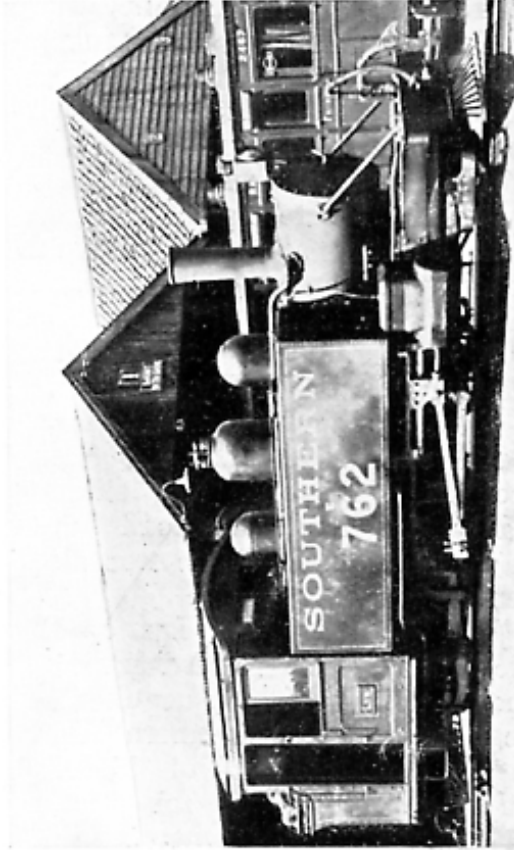


Photo.]
 [W. W. Dunning
 Two views at Barnstaple of the 2-4-2 tank locomotive "Lyn" (S.R. No. 762) built by the Baldwin Locomotive Works for the Lynton & Barnstaple Railway

the main road for the fifth time, and called at Caffyns halt (for Golf Links), it followed the valley of a tributary of the West Lyn. The hillsides are well wooded and at times the train ran along behind a veritable screen of beech trees. The views obtained were magnificent and running into Lynton station the sea could be seen ahead gleaming in the sunshine.

Lynton station was 750 ft. above the sea level at Lynmouth and some 200 ft. above the main town at Lynton. It consisted of one main platform with a bay and run-round road. The two main tracks continued beyond the station through a goods shed to a small yard equipped with a crane. There was also a small engine shed.

Since July 1, 1923, the Lynton & Barnstaple Railway has formed part of the Southern Railway, which acquired it under the powers of the Southern Railway Act, 1923, at the price of £31,061 for the railway, plus £7,307 for 4 tank engines, 17 coaching and 24 merchandise vehicles, and £899 for land and buildings. It should be emphasised that the line was unaffected by "grouping" and was not acquired under the Railways Act, 1921. The capital of the Lynton & Barnstaple Railway was £85,000 in ordinary shares, and there were loans amounting to £42,400. The latter comprised an original £26,500 in 4 per cent. first debentures, and a subsequent £15,900 in 4½ per cent. second debentures. Dividends of ½ per cent. were paid for each of the years 1913 to 1921 inclusive on the ordinary shares, and the railway was, like the main lines, under Government control during the war period, taking its share of the Government compensation awarded in 1921. Its best year before the war was 1913 when railway gross receipts were £9,668, working expenses £6,640, and net receipts £3,028. In 1922, its last year of separate working, receipts were £14,511 and expenses £14,948, and no dividend was paid on the ordinary shares.

There were five engines on the line. Three 2-6-2 outside cylinder side tanks were the original locomotives supplied for the line by Manning, Wardle & Co. of Leeds in 1897; these were numbered 759, 760, and 761 and named *Yeo*, *Exe* and *Taw*. A similar engine was built by

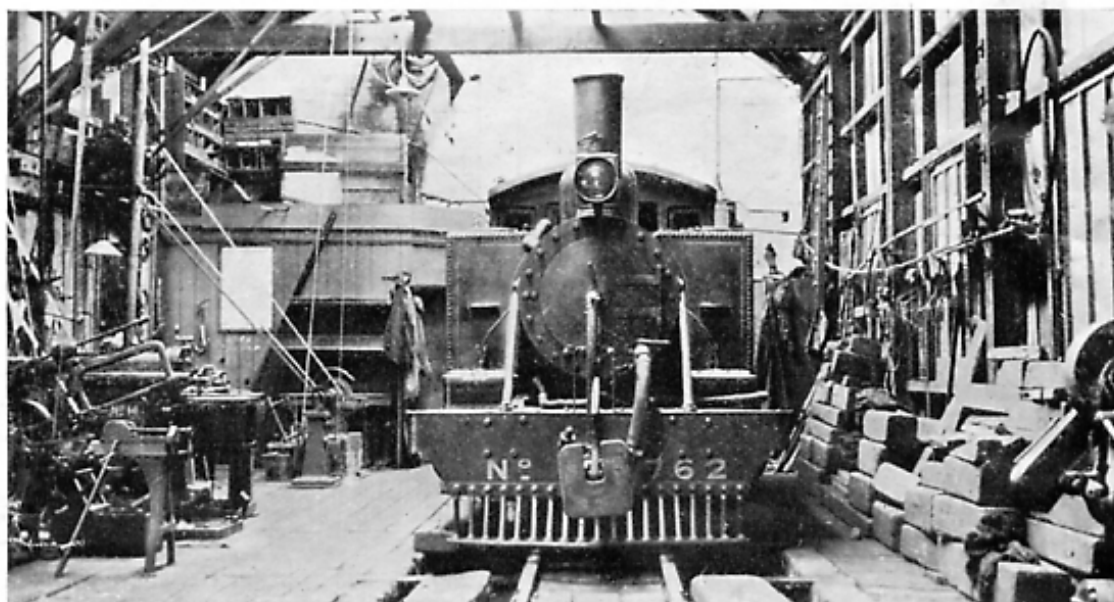
the same firm for the Southern Railway in 1925 and was named *Lew* (No. 188). The fifth engine was built by the Baldwin Locomotive Works in America, sent over in boxes and assembled at Barnstaple in 1898. It was a 2-4-2 tank, and was No. 762 in the S.R. lists, and was named *Lyn*. All the engines seem to have worked well; all had very tall chimneys and large brass domes, with low side frames. They were fitted with miniature cowcatchers. The coaches, of which there were 17, were built by the Bristol Carriage & Wagon Co. Ltd. As with the locomotives, they overhung the track by about 2 ft. on each side. There were two first class observation saloons glassed in at one end as well as at the sides; from these splendid views could be obtained. Some of the vehicles contained a centre compartment, roofed over, but with low open sides, and one seat in each corner; these made very pleasant travelling in summer. The coaches were lit by acetylene, generators being fitted at the end of each coach. All vehicles were fitted with centre buffers and couplings combined. There were also 24 freight wagons of closed and open types. Since its acquisition by the Southern Railway the equipment has been brought up to date, carriages re-upholstered, and new goods rolling stock provided.

This summer the trains left Barnstaple at 5.33 a.m. (mail), 7 a.m. (newspaper), 10.15 a.m., 1.33, 3.15, 4.25, and 7.50 p.m. (Fri. and Sat. only). From Lynton the times were 7.3, 9.25 a.m., and 12.42, 3.30, 6.7, 8.4, and 9.30 p.m. (Fri. and Sat. only). In winter the 1.33 and 7.50 from Barnstaple and the 3.30, 8.4, and 9.30 from Lynton were suspended, leaving an effective service of two down and four up trains a day, since the early trains were of little use for passengers. In 1932, an "express" was run, calling only at Blackmoor and Bratton in 80 min. Apart from this, however, the time allowed for the journey, including seven stops, was 1 hr. 32 min., from Barnstaple to Lynton, mostly on a rising gradient, and a few minutes less on the return journey. The ruling gradient was 1 in 50; there was a stretch of nine miles of this.

The last trains ran over the line on Sunday, September 29, being a half-day excursion from Barnstaple. Every village



The old general offices of the Lynton & Barnstaple Railway, with existing engine shed at Pilton yard



2-4-2 tank locomotive No. 762, "Lyn," in Pilton shops



Crane at Pilton

(Photographs by C. E. Box)

turned out to witness the passage of the last train, drawn by *Yeo* and *Lew* (the former drew the first train 37 years ago). In the evening, in the mist and gloom, all Lynton seemed to have turned out to bid farewell to its railway. The Town Band insisted on accompanying the train as far as Blackmoor, and the engines drew their train of nine coaches out of Lynton station for the last time, to the accompaniment of their own shrill whistles, the playing by the band of "Auld Lang Syne," and the explosion of detonators. On the following day the final touch to the obsequies was paid when the station-master at Barnstaple laid on the narrow gauge track a wreath of bronze chrysanthemums sent by Paymaster Captain

Woolf, R.N. (Retd.), of Woody Bay, which bore a black-edged card:—

To Barnstaple and Lynton Railway, with regret and sorrow from a constant user and admirer, 'Perchance it is not dead, but sleepeth.'

This fascinating little line thus finished its career amidst public interest comparable with that which greeted the opening of the railway, when, at the arrival of the first train at Lynton, Lady Newnes severed ribbons across the track amidst the cheers of a crowd which included prominently lifeboatmen wearing their cork jackets. Throughout its career it has kept its record clean by having had no passenger fatality. Its passing leaves Lynton in the position it was 40 years ago, namely, that of being the furthest town in England from a railway.



Lady Newnes severing the ribbons on arrival of the first train at Lynton
(From an old photograph by courtesy of H. Medway)



Last passenger train leaving Barnstaple on September 29, 1935